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DEATH.

KOPSCHE—At Nilton, Isle of Wight, on 11th October, E. G. J. Kopsch, late Commissioner Chinese Customs. North China papers please copy. [1198]

ACKNOWLEDGMENT.

Mrs. CHAN KING WAH wishes to convey her thanks to many friends, who attended the funeral, on Sunday, the 13th inst., of her late husband, and for their kind expression of sympathy in her bereavement. [1199]

HONGKONG OFFICE: 10A, DES VŒUX ROAD. LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG OCTOBER 14TH, 1913.

THERE is no need nowadays to emphasize the value of wireless telegraph installations on ocean-going ships; but there have been few cases in which its value has been more strikingly illustrated than in the tragic occurrence in Mid-Atlantic reported in our yesterday's issue. An outbreak of fire on a ship at sea, hundreds of miles beyond sight of land, is one of the gravest risks to which those who go down to the sea in modern ships are exposed. When one reflects on all the possibilities—of spontaneous combustion in the cargo, fusing of electric wires and the various other causes from which such outbreaks arise—the wonder is that there are so few disasters of the kind on the high seas. In the case of the *Volturno*, the reports suggest spontaneous combustion as the originating cause of the fire, the outbreak being on such a scale as to defy all efforts to extinguish it. On a ship having nearly seven hundred emigrants on board we may take it for granted that there was no lack of hands

willing to do all that was possible to save the ship and all on board from the terrible fate which a fire in Mid-Atlantic in a high wind threatened for all of them. It is due entirely to wireless telegraphy that only 136 out of a total of 745 on the ill-fated ship are missing. By its use no fewer than eight large Atlantic liners came to the rescue in the teeth of a gale, and but for the heavy seas, which for so many hours made an approach of boats to the burning ship impossible, there can be little doubt that the loss of life would have been much smaller than was unhappily the case. As the *Volturno* was a British ship, it is to be presumed that she conformed to the new regulations requiring boat accommodation to be carried sufficient to contain all on board, but this is a case in which the regulation requiring life-jackets sufficient for every person to be carried was of more practical utility than boats; for it would seem that the boats lowered by the *Volturno* were all swamped by the heavy seas, and that all the hundreds of people saved had jumped into the water from the burning ship and were picked up by the boats of the international fleet of liners that had been summoned to the scene by wireless. This fact, while it shows that a sufficiency of boats does not necessarily ensure the safety of the passengers in all circumstances, does not condemn the new regulation, because it is obvious that had fine weather prevailed at the time every person on board could doubtless have been safely lowered to await in safety the arrival of the steamers summoned to their rescue. Nor does the fact that the boat's tackle fouled the propellers necessarily imply that boat drills were neglected on the ship. Lowering boats in fine weather from a vessel under control is a very different operation from lowering boats from a helpless steamer being tossed about in a gale. Three boats are said to have been successfully lowered; two of them full of passengers, and another with only a boat's crew to pick up people who had jumped from the ship. The latter boat was seen to sink, with the two first mentioned are missing, and it is suggested that they, too, were swamped by the heavy seas and foundered probably before the "flotilla of boats" from the other ships mentioned in the telegram were able to get near enough to the *Volturno* to be of use in rescuing people from the sea. We can realise from the details telegraphed the intense agony of the situation for all on the blazing ship, tossing about in a tempestuous sea, but we get glimpses, too, of superb heroism not only on the part of the unfortunate vessel's British officers, but also by rescuing parties from the other liners summoned to the scene who showed a bravery ranking with the best traditions of the sea. It does not appear, however, from a survivor's story given among our telegrams to-day that the conduct of some at least of the mixed crew of Germans and Belgians on the *Volturno* was all that could be desired, but before judging them too harshly it may be well to await further particulars.

The Manila Observatory yesterday morning reported the typhoon E. of Northern Luzon to be moving N.N.W. or N.

A grand bazaar is announced to take place at the Volunteer Headquarters on Saturday next under the auspices of the Ministering Children's League.

Private information received in the Colony yesterday announced the assassination of the Tzuoh of Yunnan, and a declaration of independence by that Province.

The Chinese Y.M.C.A. "Land Campaign" was advanced yesterday by subscriptions to the amount of \$3,385, which makes a grand total for ten working days of \$34,772. The limit set for the campaign expires on Thursday. The workers met last night and reorganized into four companies to make a determined effort to accomplish the task of getting the total up to \$50,000 in the three remaining days.

At the Magistracy yesterday several Chinese were charged by Sergt. Pincoff with being in unlawful possession of arms and ammunition. One man who had a revolver sealed up in a tin and ammunition concealed in a box with a false bottom was fined \$250 or three months' imprisonment. An elderly Chinese, wearing old-fashioned corduroy trousers and waistcoat, was similarly charged. He was questioned by the police on board the *Manchuria*, and denied that he had any arms in his possession. Investigation revealed a pistol in his trousers pocket and ammunition in his socks. Asked by Mr. J. H. Wood why he told the police that he had no arms, defendant said he had forgotten them. He was taking the arms and ammunition with him to the country. His worship—How long have you been away from China? Defendant—Fifty years, your worship. I am 81 years of age. He was fined \$100 or 14 days.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE MID-ATLANTIC TRAGEDY.

FURTHER DETAILS.

A GERMAN SURVIVOR'S STORY.

LONDON, October 13th.

The passenger list of the *Volturno* included 22 first class and 533 steerage passengers; and the crew numbered 66. Hence there are 135 missing.

The *Carmania* sends a wireless message to the effect that it is supposed that the 136 persons who attempted to get away in the boats, before her arrival were lost.

There is only one survivor aboard the *Carmania*, but the *Seydlitz* has 36.

The *Caronia* reports by wireless that the *Volturno* was still burning at eight o'clock on Friday evening.

THE SURVIVOR'S NARRATIVE.

Mr. Spurgeon, the manager of Messrs. Cassell's, the well-known publishers, who was a passenger by the *Carmania*, sends by wireless a somewhat incoherent account given by a German named Trintepohl, a survivor from the *Volturno*. It says that at six o'clock on Thursday morning all passengers were aroused and sent on deck, where lifebelts were served out. At 10 o'clock the boats were ordered out, much panic and confusion following. The English officers behaved splendidly and ordered precedence to be given to the women and children, but the crew, composed of Germans and Belgians, conducted themselves very badly. The firemen rushed up on deck and refused to return. The Captain drove them down with a revolver, but the spread of the fire soon compelled the abandonment of the engine-room.

Two boats were lowered amidships, both containing more of the crew than women and children, and these were dashed against the ship's side and smashed, all the occupants being drowned. An attempt was made to lower three other boats aft, but the ropes broke whilst they were being lowered, and the occupants were either killed or drowned. The officers, seeing this, cut the tackle of all the remaining boats to prevent attempts at launching them. Trintepohl denied that any of the boats got away. When the *Carmania* was sighted the Captain, whom the heat had compelled to leave the bridge and go aft, placed all the women and children on one side and the men on the other. At about six o'clock in the evening the decks aft were very warm, and afterwards became hotter and hotter, but they scarcely noticed it.

When Trintepohl was shown the sole of his boot, which was half burned through, he said he did not remember it, but it was awful. When the flames burst through, some of the women, and even men, tore their hair, but others lay quite still.

During the day five sailors and a steward fell into the fire and were burned to death.

The narrative ends:—"After the explosion I decided to jump overboard and swim to one of the liners, as it was too hot to stay any longer, and I thought the whole ship would blow up. Another passenger and one of the crew jumped simultaneously, but I never saw them again. I swam for an hour, shouting for help, and became half unconscious. I was then seen, thanks to the *Carmania*'s searchlight. I do not know how I was got out."

IMPORTANT JUDICIAL APPOINTMENTS.

LONDON, October 13th.

Lord Dunedin and Lord Justice Hamilton have been appointed Lords of Appeal, and the Right Hon. Alex. Ure, K.C., M.P., President of the Court of Session, in Scotland, and Mr. Justice Phillimore Lord Justice of Appeal, in England.

[The elevation of the Lord Advocate to the Bench necessitates a bye-election at Llandudlow. Mr. Ure's majority at the last election was 1,070.]

BOXING.

CARPENTIER AGAIN WINS.

PARIS, October 13th.

The French pugilist Carpentier defeated the American Jeff Smith on points in a 20-round contest.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE WHEELER APPEAL.

TOKYO, October 12th.

The appeal by Mr. Wheeler, of Messrs. Genz, Wheeler & Co., against his conviction and sentence of imprisonment on charges of fraud in connection with the sale of certain knitting machines, will be heard to-morrow.

[THROUGH REUTER'S AGENCY.]

HOME RULE CONTROVERSY.

LONDON, October 13th.

Mr. John Redmond, speaking at Limerick, said the suggestion of Mr. Churchill to exclude a portion of Ulster from Home Rule was impracticable and unworkable, and would have no support from the Nationalists. Even the Unionists in Ireland were opposed to it. He would always favour every possible safeguard in Ulster for administrative purposes.

Mr. Dillon said the exclusion of Ulster would mean the pauperisation of the Province. After six weeks of Provisional Government they would see Ulster desirous of entering the Irish Parliament.

THE RADICAL LAND CAMPAIGN.

CHANCELLOR'S HINT OF SETTLEMENT BY AGREEMENT.

LONDON, October 13th.

Mr. Lloyd George, speaking at a second meeting at Bedford in the evening, said it would take 500 years to buy out the landlords. He was not deterred by calumny, and the Government would continue until the land was emancipated. The Liberals did not object to a conference with their opponents with the view to a settlement of the land question by agreement, but they must not lend themselves to half or ineffective measures.

ROYALTIES ATTEND CHARITY CONCERT.

A SUFFRAGETTE ATTACK.

LONDON, October 13th.

Their Majesties the King and Queen, Prince Arthur of Connaught, and the Duchess of Fife (his bride-to-be), with other members of the Royal family, attended a performance at the Coliseum in aid of the French Hospitals at Charing Cross, arranged by Madame Sarah Bernhardt. A sum of £5,000 was realised.

Suffragettes rushed after the King and Queen as they were departing, shouting, "Women are being tortured in prison!" The police repelled the attack.

ARCTIC EXPLORATION.

AN IMPORTANT DISCOVERY OF NEW LAND.

NEW YORK, October 13th.

The Russian Government steamers *Taimyr* and *Waguetz* have arrived at St. Michael, Alaska, for coal. They have been exploring North Siberia for the past three years, and report the discovery of a body of land as large as Greenland, extending beyond latitude 87 deg. N. and longitude 102 deg. E.

AFFAIRS IN THE BALKANS.

GREEK KING PRAISES HIS OFFICERS.

SALONIKA, October 13th.

King Constantine of Greece, reviewing the Eleventh Division of the Army, addressed the officers and declared:—"If Greece is now the master of the Balkan situation, it is due to your valour and patience. I am certain there will not be war, because we are perfectly ready, but we must remain firm and patient until the situation is perfectly normal."

IMPORTANT CANADIAN PARLIAMENTARY ELECTION.

NOTABLE TRIUMPH FOR PREMIER'S NAVAL POLICY.

OTTAWA, October 13th.

Mr. Morris, the Government candidate, scored a triumph for Mr. Borden's naval policy, wresting the seat at Chateaugay (Quebec), rendered vacant by the death of the sitting member, from the Liberals, and defeating Mr. Fischer, the ex-Minister, by a majority of 150. The seat has been represented by a Liberal since the birth of the Dominion.

LOCAL SPORT.

CRICKET.

HONGKONG INTER-CLUB MATCH.

On the Hongkong Cricket Ground yesterday, sides captained by Mr. A. C. E. Elborough and Mr. R. Hancock were in opposition, a pleasant and very enjoyable game resulting. One of the features of the match was the excellent fielding on both sides, and several particularly smart catches were brought off. In the first innings of Mr. Elborough's side, H. Hancock was responsible for the dismissal of no fewer than five batsmen. T. E. Pearce hit three sixes and seven fours in his total of 74. Scores and analyses:

MR. ELBOROUGH'S TEAM.			
FIRST INNINGS.			
A. A. Claxton, c King, b Anderson...	40		
Eng. Lieut. Smith, c H. Hancock, b King...	21		
La. Pym, c H. Hancock, b Anderson...	28		
A. C. E. Elborough, st. H. Hancock...	0		
b King...	0		
Major Bowen, c H. Hancock, b Anderson...	9		
S. H. Dodwell, c Robertson, b King...	1		
La. Wace, R.N., st. H. Hancock, b Anderson...	4		
La. P. R. M. Collins, b Anderson...	0		
Hon. Mr. Claude Severn, c Brown, b Anderson...	0		
C. H. Buckingham, c Pearce, b Anderson...	3		
P. Jacks, c sub., b King...	0		
D. E. Donnelly, not out...	0		
Extras...	2		
Total...	100		

Bowling Analysis.			
R. N. Anderson	14	0	56
T. H. King	11	1	23
M. M. Maas	3	—	23

SECOND INNINGS.			
A. A. Claxton, c R. Hancock, b Thurstield...	0		
Eng. Lieut. Smith, b Thurstield...	0		
La. Pym, b Maas, c and b Maas...	7		
A. C. E. Elborough, c and b Maas...	4		
La. Wace, c and b Maas...	0		
S. H. Dodwell, c Robertson, b Thurstield...	24		
La. Collins, c Pearce, b Thurstield...	1		
D. E. Donnelly, b Maas...	0		
C. H. Buckingham, c and b Maas...	0		
Hon. Mr. Claude Severn, c Robertson, b Maas...	3		
P. Jacks, not out...	13		
Extras...	6		
Total...	64		

Bowling Analysis.			
R. P. Thurstield	8.4	—	29
M. M. Maas	8	1	27

MR. R. HANCOCK'S XI.			
T. E. Pearce, c Jacks, b Severn...	74		
Capt. Robertson, c Pym, b Buckingham...	40		
R. P. Thurstield, run out...	23		
Major Currie, b Dodwell...	11		
R. Hancock, c Claxton, b Dodwell...	17		
M. M. Maas, b Severn...	1		
H. Hancock, c Wace, b Donnelly...	24		
A. L. Gace, retired...	2		
R. Anderson, b Donnelly...	31		
T. H. King, c and b Donnelly...	3		
A. O. Brown, not out...	6		
Extras...	7		
Total...	252		

Bowling Analysis.			
D. E. Donnelly	18	1	76
Hon. Mr. C. Severn	13	—	52
C. H. Buckingham	13	2	57
S. H. Dodwell	11	—	42
Major Bowen	3	—	33

CIVIL SERVICE C.C. CHINESE RECREATION CLUB.

The 2nd division cricket league match between the Civil Service Cricket Club and the Chinese Recreation Club took place on the grounds of the former at Happy Valley on Saturday last, the 11th inst., and ended in a draw. The scores were as follows:—

CIVIL SERVICE C.C.			
Foster, not out	63		
Cox, b Ho Wing Kin	58		
Pile, b Yew Man Chun	16		
MacKay, Sara, Tacchi, Hill, Gibson, Bradbury, Ling and Edwards did not bat	0		
Extra	1		
Total	143		

CHINESE RECREATION CLUB.			
Ng Sze Kwong, b MacKay	30		
Ng Sze Yuen, run out	4		
Wei Wing Lok, not out	32		
Yew Man Chun, run out	21		
Chan Yat Kwong, not out	17		
Ho Wing Kin, Un Hew Yau, Ho Wing Ching, Mok Hing, Ho Wing Lee and Ho Wing Yue did not bat	0		
Extra	1		
Total	105		

FOOTBALL.

UNITED SERVICES LEAGUE.

MATCHES FOR THE WEEK.

Tues. 14th—87 Coy. R.G.A. v. D.C.L.I. Buglers, at Stonecutters.
Referee: Ship's Corp. J. H. Menadue.
Tues. 14th—R.E. Res. v. D.C.L.I. Reserves, at Happy Valley.
Referee: Corp. K. Doe, R.G.A.
Wed. 15th—Tamar, Res. v. Hongkong Police, at Happy Valley.
Referee: Col. Sergt. E. J. Blake, D.C.L.I.
Thurs. 16th—D.C.L.I. Band v. 83 Coy. R.G.A., at Happy Valley.
Referee: Mr. F. W. Wright.
Sat. 18th—87 Coy. R.G.A. v. D.C.L.I. Res., at Stonecutters.
Referee: Bomb. J. F. Woods R.G.A.
Sat. 18th—D.C.L.I. Buglers v. Staff and Dept., at Happy Valley.
Referee: Corp. H. Coxon R.E.

FOOTBALL JOTTINGS.

Now that the difficulties experienced by a certain section of the Hongkong Football Club in regard to the question of affiliation to the local branch of the F.A. have been smoothed out to the satisfaction, I believe, of all parties, it is to be hoped that the controversy which raged in certain quarters will be allowed to die a peaceful and natural death, and will be buried far below the surface beyond all possibility of its resurrection in the future. The Soccer Sub-Committee expended much time and trouble in a perquisition of existing and conceivable difficulties, and the Club generally owe them many thanks for their services. One or two members of the Hongkong F.C. feel rather strongly still, I believe, on the question of the A.F.A., but in deciding to sink their individual predilections for the general weal of the Club they have adopted an attitude which will meet with hearty approbation.

As Shanghai has now affiliated with the Football Association, the difficulties apprehended in regard to the Interport matches are dissipated. Whilst on the subject of Interport contests, I might mention that Shanghai has decided to send a team to Japan this season. What pertinence this will have to the Interport match which should take place here in the New Year is a matter for speculation. Even if the initial difficulties in the way of securing leave for the Shanghai players for two such engagements be surmounted, there still remains the financial side of the question to be considered. The fact that Shanghai has not yet accepted either of the invitations from Hongkong may, or may not, be significant. Probably the Association, faced with two authoritative "invites" diplomatically decided to await events before attempting to get out of such an embarrassing dilemma.

The Premier civilian Club has every reason to look forward to the coming season with more than ordinary optimism. While the principal military teams are, in the opinion of many, considerably below the high standard of last year, the Club has practically all the old talent available, and there are at least three new comers who should make a tremendous difference to the side, especially in the attack. On no two consecutive Saturdays, it is safe to say, did the same men figure in the forward line last year, and it was most disheartening and disconcerting to the one or two regular men to have new faces beside them in each match.

The advent of A. F. Briggs, formerly of Kettering, a clever inside forward who possesses the art of marksmanship in a more than average degree, and A. L. Gace, another capable and dashing front ranker, should completely alter the play of the quintette, and I am quite prepared to see the attacking line superior to all others in the Colony. The intermediate line and the backs will be in all probability composed wholly of last year's men, although I understand the "Evergreen One" will not turn out except in a case of stern necessity, when his sporting instincts will not permit him to refuse.

A new goalkeeper has been secured, and from what I hear he should be a pillar of strength to the defence. Every footballer knows the moral influence a capable custodian exerts over the rest of the team, forwards and defence alike, and the acquisition of the new man is a source of much gratification.

There should be a keen and healthy competition for places in the side this year, and those with established reputations will have no time to rest on their laurels, or most assuredly their positions in the team will be wrested from them. There is already evident a new and welcome sense of keenness and enthusiasm, and if only this spirit can be sustained throughout the season, in adversity as well as in triumph, success is assured.

With one exception, that of the Rugby team, each of the sides competing in the Six-a-side Tournament has played a game. The teams appear to be particularly well balanced this season, and the players should obtain some useful practice before the fixtures proper are entered upon. A useful purpose would be served if the Captains of the respective sides impressed upon their men the necessity of turning up at the stipulated time for the kick-off, 5.15.

The attention of footballers and spectators—the "knights of the whistle" doubtless will have made themselves familiar with it already—is called to an important alteration in the rules governing the game. Hitherto an opponent has been allowed to take his stance six yards away from the leather when a free-kick or corner has been awarded the other side. It has been long felt in footer circles at home that the term "free-kick" applied under such circumstances was somewhat of a misnomer, as it frequently occurred that the kicker had five or six men standing directly in front him, at the comparatively short distance of six yards, and it required a great deal of manoeuvring to get the ball past them. The revised rule now provides that an opponent must not come within 10 yards of the ball. If players bear this in mind, referees will be saved much trouble.

GREEN AND WHITE.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 17th.

ELECTRICAL ADVERTISEMENTS FOR HONGKONG.

Hongkong seems destined to reflect at least some of the electrical brilliance that has made New York's Broadway known to all the world as "the great White Way" in recent years. An expert in electrical signs thus made known to me the first signs of this invasion of the East with light and Yankee pushfulness in advertising. During the last ten years the rent of good wall spaces for electrical sign advertisements has increased between 100 per cent. and 150 per cent. Despite this increased cost there is undoubtedly a boom in prospect for the new method of advertising. Big American cities have gone the "whole hog" on animated signs, and Paris and Berlin are far ahead of London in advertising devices. But London is waking up. Glasgow is the next British city and Liverpool the third in importance in the new method. An order for an electrical sign in Hindustani has come in from India. The clown juggling sign which popularized Terry's cinema in the Strand has been copied in Bristol and Glasgow, and is to be copied in Hongkong. The juggling there will be done by a clown and a Chinaman.

IN A ROW, LOOK FOR THE IRISHMAN.

It is difficult to investigate the causes of a row without finding an Irishman in it. Just now there are mysterious stories in circulation of an Irishman who has been one of the big figures moving in the background of the recent Balkan upheaval. I hear that in the autumn a secret history of the outbreak will be published and some startling details will come to light. Besides giving a detailed account of the military operations of the Allies, the author will illuminate the book with a personal narrative of actual experiences at the front, to which so few newspaper correspondents were allowed to penetrate. New light will be shed on the negotiations which led to the inception and development of the Balkan League. To all who have any close knowledge of the history of the Balkans the wonder has been not that the league fell to pieces in the hour of victory, leaving the conquering Allies to fall to bitter and bloody quarrelling, but that it should ever have been formed at all out of the discordant elements the Serb and Bulgarian nationalism provide. In the creation of this league and the unity of the Balkans this clever Irishman played a leading role. He was for years a leading spirit of intrigue in the politics of Eastern Europe, and has moved freely in influential circles in Belgrade and Sofia. The author of the book will be Lieutenant Colonel Rankin, who was a special correspondent with the Bulgarian forces.

THE HOME RULE CONTROVERSY.

Whatever unity the Balkan Irishman may have been able to infuse into the Allies, Lord Loreburn has signally failed to unite our parties at home here on his suggestion to hold a round table conference on Home Rule, in order to secure such a measure by universal consent. Sir Edward Carson, for the Ulstermen, declares there is a great gulf between his opinions and those of Mr. Redmond, while there are critics of the suggestion also on both sides of the political world in England. Lord Loreburn is a singularly broadminded man, whose sincerity and singleness of purpose no one doubts. He is probably unable to appreciate the bitterness of the rancour that exists between those who differ in politics and religion in Ireland. But it must not be supposed that because Lord Loreburn was a member of the Cabinet he spoke with the tacit approval of his co-ministers. Not at all: he spoke for himself alone. The letter did not come as a surprise to his intimate friends, but it was written entirely on his own initiative and no member of the Government was concerned in it. As a matter of fact, he has often been so far out of sympathy with his colleagues as to be in a minority of one. Some of those who are talking glibly about the conference are probably forgetting what a leisurely process such an assemblage adopts. The Constitutional Conference dragged on for many months, and the Home Rule Conference would last at least as long. As a result, the Home Rule Bill might be endangered if the conference broke down in the end. Moreover, a truce between the two parties on one of the great controversies of the day must necessarily make itself felt in other directions. While the Constitutional Conference was in being party controversy was hushed and the Whigs had no need to guard against snap divisions. It is difficult to imagine such an armistice over Home Rule while a hot fight was waging in the House of Commons over Welsh Disestablishment. In short, there is more likelihood of warfare all along the line than a general truce.

THE GROWTH OF BERLIN.

London is ever spreading its borders, though hardly with the same rapidity as New York. But now Berlin is getting into its stride, with ambitions to become the biggest city on the Continent. On September 1st, Greater Berlin, corresponding to London's metropolitan area, held a population of 3,970,664. The excess of births over deaths, plus immigration, is 3,000 a month, so by the summer of 1914 the fourth million will be about due.

NAVAL QUESTIONS.

I hear that the reason why no steps have been taken to provide substitutes for the three Canadian Dreadnoughts, proposed by Mr. Borden but rejected by the Liberal Senate of the Dominion, is that certain information reached the Imperial Government in Downing Street as to the condition of the eight German Dreadnoughts comprising the first squadron of the High Sea Fleet. A correspondent writes on this:—"It is not merely that these German vessels are armed with 11 inch and 12 inch guns, as compared with the British 13.5 inch guns already in use and the 16 inch guns which we are putting into the latest type of battleship, but there are other inferiorities of which information has just come to hand. We all know, for instance, that these German ships cannot fire a broadside. For if all their guns were used at one time the vessel they happened to be fired from would almost certainly strain her plates to such an extent as to be useless. The German naval experts, indeed, have already found this out, for the eight Dreadnoughts we have in mind have already been so greatly damaged by firing practice that it is questionable whether they could take part in a modern naval engagement at all. In three cases already part of the hull has to be reconstructed at great expense, yet a broad side, even if only from the 11 inch guns, is still impossible. The very recent German Dreadnoughts do not suffer from these defects, but the eight in the High Sea Fleet are still comparatively new, and will certainly have to be reckoned by the German Navy Department as first class ships for three or four years to come. As it is, the Germans have not been able to devise a successful 15 inch gun, whereas we have several of these guns ready for use. The Kaiser's advisers have, naturally, endeavored to keep these facts secret."

THE LIFE OF A BATTLESHIP.

Some interesting information has just been made public, as a matter of fact, showing how soon the battleship becomes obsolete. Our British navy has begun definitely to "shed" the eight battleships of the *Royal Sovereign* class. These vessels, built under the Naval Defence Act, 1889, were the Dreadnoughts of their day. They displaced 14,150 tons (about half the tonnage of our latest ships), and carry four 13.5 inch and ten 6 inch guns apiece. The last of them was completed for service in January, 1893, and by August, 1905, they had all been paid off from active service and transferred to the reserve, their average period of useful service being something under ten years. If anything, the real "life" of a battleship is diminishing. At the present moment we have 29 fully commissioned vessels of this class in home waters, and the oldest of them, the *Cornwallis*, was not completed until February, 1904, or less than ten years ago. In a few weeks she is to be transferred to the reserve, and we shall then have no ship in the active battle division of the Home Fleet that has been completed more than eight years. The question often occurs to the man in the street what becomes of the old warships? Many, of course, are converted into depot ships, training ships, coal hulks, and so forth, but many others are auctioned off and go to the shipbreakers' yards. The prices realised in this way have often been the subject of criticism. The *Republie*, for example, one of the *Royal Sovereign* class, cost £299,769, exclusive of stores, and was sold seventeen years after for £33,500. Two sovereigns a ton, is in fact quite a good price for old ships for shipbreaking purposes. Some people are advocating that as each of these *Royal Sovereign* ships could accommodate a thousand people for living, sleeping and exercise, they should be turned into sanatoria.

THE HAYASHI REVELATIONS.

In reference to the published reminiscences of the late Viscount Hayashi, the London correspondent of the *Birmingham Post* has the following:—"A diplomat especially well informed upon the affairs of the Far East has expressed to me the greatest surprise that several remarkable mistakes and omissions have been made in what otherwise may be regarded as an accurate narration. He states that there are records in existence to prove that months before the idea of a triple agreement between Germany, Great Britain and Japan was broached, Baron Suematsu was sent on a special mission to London to sound the British Government on the possibility of an alliance. He had a set of chambers and

a staff of assistants near St. James', and it was through His Excellency that much of the subsequent negotiations passed. That this course of procedure might conceivably have hurt—and as a matter of fact did hurt—the amour propre of the late Viscount Hayashi is not open to doubt; but it was only when the Anglo-Japanese Agreement was on the point of signature, and after Lord Lansdowne, at that time Foreign Secretary, had caused not only Germany, but other European Powers, to be informed that such an agreement was about to be signed, that the then Chancellor of the German Embassy in London, acting in the absence of the Ambassador on instructions from Berlin, saw both Sir Francis Bertie (then Assistant Under-Secretary for Foreign Affairs) and Viscount Hayashi, and suggested that Germany might be included in the proposed Convention. It is particularly important that these facts should be made clear, as they are necessary for not only a correct understanding of the history of the negotiations, but for the absolution from the charge of double dealing on the part of certain personages which is derived from some portions of the late Viscount's reminiscences."

THE GOLDEN AGE.

With the Peace Palace at The Hague now formally opened, we are being told, with more or less enthusiasm, according to the optimism of the speakers, to look for signs of the dawning of the Golden Age of Amity. Most of us by this time, however, are rather cynical on the beautiful dream of world wide peace. While I am on the subject of agreements, for all that, it is interesting to mention that a famous chief declares he took an opportunity to discuss the desirability of a Franco-German understanding with the Kaiser. M. Escoffier was called upon for special service on board the great German liner *Imperator* during the Emperor's cruise on her in July. At the time the monarch was shown over the great kitchens and M. Escoffier was presented to him. The world-famed chef took chance by the forelock and said he hoped a Franco-German rapprochement would be one of the achievements of William II.'s reign. The Kaiser is said to have replied that such an ideal lay close to his heart, and much of his energy was devoted to its accomplishment, but it was sometimes difficult "to have one's ideas properly interpreted." M. Escoffier laid the blame for much of the perpetuation of ancient feuds on the Press. The Kaiser replied that a section of the Press, at any rate, was culpable but it was not easy to influence the Press in the right direction. "But," said the Emperor, as he shook hands with the chef at parting, "I still cherish the hope that my wish will some day be fulfilled."

THE JAPANESE LEGATION.

Mr. C. Koike, Councillor of the Japanese Embassy in London, who has just been appointed to the headship of the Political Bureau at the Foreign Office at Tokyo, has arranged to leave England in ten days time, travelling to Tokyo by the Siberian route. He has been associated with the London Embassy for several years, and has served under three Ambassadors—Count, Kato, Viscount Hayashi, and Count Komura. During the Russo-Japanese war his acquaintance with the English language was of the utmost service in dealing with the mass of information that came westward for dissemination in Europe. He was popular alike among diplomats, in Society, and with the newspaper men whose task it is to glean what news the embassies are willing to give out.

THE SALT ADMINISTRATION.

Sir Richard Dane, the Adviser of the Salt Gabelle, who is on a tour of inspection in the salt producing districts, has, it is reported, sent in his first report to the Group of Bankers. It is alleged that he says that the reorganization of the Gabelle is a secondary matter. The first question is how far the Administration is under the direct control of the Central Government. As far as Sir Richard can ascertain, the salt revenue of the Fengtien province, amounting to one million and two hundred thousand dollars, is all reserved for the provincial Army. In the province of Shantung and the Liang Hwai districts the revenue is reserved for local uses. As for Fukien and Canton, not a cent of the salt revenue is contributed to the Central Treasury. Though it is recorded in the Ministry of Finance that the Salt Gabelle has an income of over twenty million dollars, the actual receipts of the Ministry only amount to three-quarters of a million. As the authority of the Central Government over the provinces is now increasing there is, however, good prospect that the revenue from the salt will be much increased in the near future. —*Peking Daily News*.

CHINA'S REVENUE.

The Chinese Press states that the Premier's investigations show that the following revenues are derived from various sources:—

Land Tax	Tls. 40,194,800
Salt and Tea Taxes	46,313,355
Maritime Customs	30,159,913
Native Customs	109,845
Various Other Taxes	62,103,642
Likin and Contributions	42,187,907
Revenue from Official Properties	43,187,912
Miscellaneous Revenues	19,194,101

THE PRESIDENT'S ELECTION.

A LABORIOUS BUSINESS.

The following account of the Presidential election is given in a telegraphic dispatch by the Peking correspondent of the *N. C. Daily News*:—

The Members of both Houses of Parliament met this morning at 8 o'clock, and the election began about nine, when 799 Members were assembled where the meetings of the Tsanyiyuan usually take place. A three-quarter majority of the above figure meant that a candidate, to be successful, needed 570 votes at the first attempt.

The preliminaries were very laboriously conducted and the result of the first ballot was not declared until about 2 o'clock, when Yuan Shih-kai was nearly 100 short of the necessary number.

The second ballot then took place, with the result that Yuan's position was improved only by 26 votes. By this time it was 6 o'clock and Members had been without food for ten hours.

The intention was evidently, however, to finish the election to-day at all costs, and the final election has begun but is not finished at the time of telegraphing. The contest is now only between the two candidates with the largest numbers of votes and must be conclusive, as a simple majority suffices.

An interesting feature of the proceedings has been the number of votes recorded for names not connected with politics at the moment. It is not clear whether Members voting for Wu Ting-fang, Mr. Sun Yat-sen, Tang Shao-yi and others were doing so with the object of complimenting these worthies.

The final result was declared at eight o'clock. A panic was caused when the figures were read out by the unexpected operations of a flash-light photographer.

CHINA'S NEW LINE.

NEED IN FOREIGN POLICY.

ANOTHER LOAN.

A remarkable statement of the policy of the new Government, the Peking correspondent of the *N. C. Daily News* says, is attributed to Liang Chi-shao, Minister of Justice, who is reported to have declared that he was voicing the views of his colleagues.

The Minister deprecated procrastination in foreign policy and recommended immediate settlement of the Mongolian difficulty, although the Minister who signs the agreement with Russia is bound to be unpopular. The expenditure on the army he regards as prodigious, and he said that the disbandment of a brigade would effect a greater saving than the abolition of two Ministries.

The policy of the Government was to reduce the total strength of the army to 500,000 costing \$90,000,000 a year.

Mr. Liang then said there was only sufficient money in the Treasury to last twenty days. This situation was to be remedied by the issue of convertible notes, the sale of public bonds for 100 or 200 million dollars and the reorganization of the banking system.

Meanwhile, said the Minister, it was necessary to negotiate another foreign loan for \$10,000,000. The civil and military administration would be separated.

THE CHINESE NATIONAL FLAG.

The *Shuntien Shih Pao* (Peking) says:—"The five colored flag of the Republic is now not favoured by a large section of the people. The five colours are supposed to represent the five families of the people which form the Republic, but the loyalty of two of the five families, namely the Mongolians and the Tibetans, is not assured. Consequently the colours cease to represent the facts. Moreover, the flag was designed by the revolutionists who are antagonists of the present Government. It is unlikely that their choice will be allowed to remain. Various designs are now being made and it is likely that a yellow flag with a red moon in the centre will be the design for the Republican flag. This design will resemble the commercial ensign of the China Merchants Steamship Company. It looks like the Japanese flag, but is different in colours."

The *Peking Daily News* says:—"This statement still needs confirmation. We fear that our contemporary does not wish the Republic well."

TANG SHAO-YI'S DAUGHTER.

MARRIED TO AN AMERICAN.

It is reported in the Chinese papers that the elder daughter of Mr. Tang Shao-yi, First Premier of the Chinese Republic, has divorced her first husband, Mr. Yang, a Cantonese now in America, for alleged ill-treatment, and was married to an American gentleman at Tientsin some days ago. The marriage took place at Mr. Tang's own house in the native city of Tientsin, and the couple will shortly leave for the South to pass their honeymoon. This is certainly the first time the daughter of a high Chinese official has left her husband while he is alive, to marry a foreigner. As Mr. Tang held the highest official posts in the late Ching Dynasty and in the Republic of China, this is regarded with great interest by the Chinese. —*Peking Gazette*.

NAVAL MANOEUVRES IN JAPAN.

Naval manoeuvres on a large scale will take place off the South and West of Kyushu for twelve days beginning from October 26th. Twenty-eight warships (outside of the Third Squadron, now in China), numerous torpedo craft, submarines, and hydroplanes will participate in a sham fight, commanded by the Fleet (Invading Force) composed of the Admiral Dowa, and the Red Fleet (defenders) commanded by Vice-Admiral Iijima. Sasabo will be held by the Red Force, and probably form a base of operations for the defenders. Admiral operations for the defenders. Admiral Iijima, Chief of the Naval Board of Command, will be the Inspector-General of the manoeuvres. The fleet will assemble to celebrate the Emperor's birthday.

THE DOLLAR LINE AND THE CHINESE FLAG.

A REPUTATION.

The dory which appeared in the San Francisco *Chronicle*, that the Dollar line of steamships would fly the Chinese flag and take on Chinese crews, is emphatically denied by the Dollar line representatives in Shanghai.

The *Chronicle* stated that the company would greatly increase its fleet and put the ships all under the Chinese flag, under contracts which, in case of war, would place them at the disposal of the Chinese Government.

The reason put forward was that Japanese ships were rapidly driving those of other nations out of the Pacific trade because they carry freight cheaper. The American standard for sea-going ships is appreciated for the comfort it ensures, but it is said to be prohibitive of real competition with the Japanese.

The story went on to say that the change would involve the discharge of the American sailors employed by the Dollar Company and the substitution of Chinese.

In the first place, said the head of the Shanghai branch, "we have always employed Chinese crews on the vessels that run east. In that there is nothing new, but it was wrong to state that the fleet would be increased and that Chinese would take the place of American sailors. The company is bound to observe the laws of the United States so far as coasting trading is concerned, and the Company would not be allowed to employ Chinese sailors for that work, but there is nothing to hinder them being used on trans-Pacific work. We contemplate no change, and it is not likely that any will be made. It is true that when the Manchus were in power the company was in close negotiations with the Government on the question, but since the republic was established those negotiations have not been resumed. As to the ships being run under the Chinese flag, that is ridiculous; no change will be made in that respect, and the work will go on as hitherto. You can give a flat contradiction to all the statements that have appeared in the San Francisco *Chronicle*." —*China Press*.

APPARATUS TO TEST TRUTHFULNESS.

GRIM EXPERIMENT WITH A MOCK MURDER.

Deadly weapons in cross-examination—keenness than the skillful questions of learned counsel, more accurate than the American third degree, more searching than the wit of a Sherlock Holmes—have been discovered by science, says a London paper, reporting the proceeding of the British Association meeting at Birmingham last month.

The comparatively young department of psychology, the Cinderella of the sciences, is responsible for the invention of the apparatus and its use which were described at the British Association by Mr. Cyril Burt, who has recently been appointed psychologist to the London County Council schools.

It is through his work that psychology has been elevated to the dignity of a sub-science all to itself.

I can give only a translation, as it were, of Mr. Burt's pronouncement. The technicalities of psychology are too subtle and complicated for everyday use.

NEW CROSS-EXAMINATION.

The cross-examiner of the future will not merely ask the ordinary "interrogatories." "Did you see?" so-and-so. He will confront his witness with a single word and ask him to say at once what other word this brings to mind.

Thus, if a witness in a murder case is believed to have seen a body in a sack the cross-examiner will put the word "sack." At the same time he will press a button, setting at work a chronometer capable of recording minute fractions of a second.

Now the obvious word for the witness to say, if he has seen the body in the sack, will be "body."

If, however, he has something to hide, he will not say this. The image of "body" will be thrown on the back of his mind. It will progress through the various stages of the mind until it comes to that little-known region of the brain called by psychologists the "censor."

The "censor," the ever-vigilant guardian of the inner mind, will, as it were, say "That is a dangerous word to say," and will retrace it back. The witness will either substitute another word or say nothing.

CHRONOMETER RECORDS.

This process, however, will take time, and that time, with its evidence of hesitation, will be recorded by the chronometer. Correlated with other facts known about the witness—for example, that he is normally quick of thought—it will enable the psychologically trained judge of the future to say whether the witness is speaking the truth or hiding something.

Psychology offers, however, still another test. If a man is repressing an emotion—so it has been ascertained—the palms of his hands tend to perspire. They become better conductors of electricity than the dry, normal hand.

The hands of a witness will be placed in two bowls of water connected with a galvanometer capable of measuring even such a minute current as one millionth of an ampere.

Here, again, the electric wire, interpreted by psychology, will examine the witness' truthfulness more keenly than any jury can hope to do.

THE GERMAN SHIPPING DISPUTE.

It is announced that the Hamburg-America Line will retire at the end of this year from the East Siberian conference, and will organize an extended service to the Far East on its own account.

This action is described as a natural consequence of the dissolution of the Hamburg-America Line's East Asiatic agreement with the North-German Lloyd.

CHINA'S FINANCES.

THE NEXT BIG FOREIGN LOAN.

Premier Hsiung had a long conference with the President recently concerning another big foreign loan from the Five Power Group in order to avoid the inconveniences of approaching other financiers. This time the loan is to be partly for the development of the vast natural resources of the Chinese Republic and partly for meeting administrative expenses of the Central Government, which will still rely upon foreign loans for its existence, at least for another half year, because the wealthy Provinces such as Kiangsu, Szechuan, and Kwangtung are even now unable to secure funds to meet their own expenses, though they have repeatedly been ordered by the Government to send monthly remittances to Peking to meet China's foreign obligations and for the up-keep of the Central Government. The result of the meeting is as follows:—

- 1.—To contract another loan of \$25,000,000 for making up the original proposal of \$50,000,000.
- 2.—The conditions, if the Five Power Group has no objection, shall be the same as the recent loan for avoiding unnecessary delay in negotiations.
- 3.—The salt revenue shall be entirely placed as security for the proposed new loan by showing to the Five Power Group the actual amount of money which could be derived from this source every year after its reorganization.
- 4.—The Five Power Group will be sincerely and strictly informed as to how the proceeds of the proposed new loan of \$25,000,000 shall be expended so as to ensure their acquiescence. After the conference, a circular telegram was sent to the Tutuh and Chief Civil Administrators of the various Provinces asking for their final opinions about the second big loan. As there is no Kuomintang Tutuh, it is believed the proposal will receive full support in the Provinces. —*Peking Gazette*.

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PASSENGERS.

ARRIVED.

Per *Anhui*, from Shanghai, Mrs. Kupper and Mr. Tagliani.

Per *Phu Nam*, from Saigon, Mr. and Mrs. D. Villiers, Jr., Miss M. and C. Osberg and Mr. Rohan.

PASSENGERS EXPECTED.

BY P. & O.

Per P. & O. str. *Nubia*, from London September 26th. To Hongkong: Miss M. Gausley, Mr. and Mrs. N. G. Nolan and children, Mrs. and Miss Taylor and child, Mr. C. Owen, Mr. W. C. O. Taylor, Mr. T. Taylor, Mr. G. H. Murphy, Mrs. E. Baker, Mr. G. R. Hake, Mr. D. J. Brown, Miss E. King.

Per P. & O. str. *Medina*, connecting with the steamer *India* at Colombo. From London September 18th. To Hongkong: Mrs. Gubbins and child, Miss Gubbins, Mr. A. Macbride, Miss A. Lennon, Mr. F. A. Simons, Mr. and Mrs. E. W. G. White, Mr. R. B. Mair, Mr. T. S. Adams.

Per P. & O. str. *Sunda*, from London September 20th. To Hongkong: Mr. W. Allan, Mr. J. H. Barr, Miss W. Stubbs, Mr. Renzie, Mrs. F. P. Lachlan, Miss D. Stone.

Per P. & O. str. *Mongolia*, connecting with the str. *Desanka* at Colombo. From London October 3rd and from Marseilles October 10th. To Hongkong: Mr. H. H. Gompertz.

Per P. & O. str. *Sardinia*, from London October 4th. To Hongkong: Mrs. G. P. and Miss Lammett and children, Mrs. Barrington, Mr. Bolton, Miss P. Keith, Miss C. M. Forrest, Mrs. Martin and child, Miss E. Gibson, Mrs. J. Bucknill and child, Miss N. Widen, Miss B. E. Norcombe, Miss Bridges, Miss McQuerry, Mr. E. Dawson and child, Miss A. Armstrong, Miss C. Boyant, Miss F. O'Dell, Mrs. J. S. Dobbs, Rev. and Mrs. J. C. Barlow and children, Mr. Thomas, Mr. and Mrs. W. C. Rodney and children.

Per P. & O. str. *Macedonia*, connecting with the steamer *Assaye* at Colombo. From London October 17th and from Marseilles October 24th. To Hongkong: Mr. A. Montgomery, Capt. W. W. Lindsay, Mr. and Mrs. Sheppard and child.

Per P. & O. str. *Sinla*, from London October 18th. To Hongkong: Lance-Sergeant W. Rodas, Miss L. E. Walker, Mrs. Kennedy and children, Miss S. S. Ward, Miss L. Bostell, Major L. L. Hepper, Mrs. C. Parsons, Mr. R. K. Miller, Miss F. Boggs, Mr. and Mrs. E. Walker, Mr. C. Walker, Mrs. Cousins and children, Mrs. Brown.

BY N.Y.K.

Per N.Y.K. str. *Aki Maru*, from London August 30th. To Manila, Mr. and Mrs. R. Miss J. and Master B. Albarto. To Hongkong: Mr. B. H. King, Miss S. To Shoo, Mr. T. Hunter.

BY N.D.L.

Per N.D.L. str. *Kleist*, from Southampton September 20th. To Hongkong: Mrs. M. G. Arthur, Mr. C. M. W. Reynolds, From Genoa September 18th. Mr. L. Anchio, Mr. H. Lehmann, Mr. L. Rossi, Mr. M. Robba. From Naples, September 19th: Mr. and Mrs. J. B. Dauter.

THE PHILIPPINES.

WELCOME TO THE NEW GOVERNOR-GENERAL.

The Hon. Francis Burton Harrison, the new Governor-General of the Philippine Islands, was welcomed at a great banquet at the Hotel de France last week. Twelve tables were spread across the hall, and by actual count 1,115 people descended the stairway after the speeches, and 640 sat at the banquet tables, perhaps the largest affair of its kind ever given in the Philippines.

After several speeches had been made, Governor-General Harrison's rising to reply was the signal for a remarkable ovation. The substance of the speech is reported in the *Tableaux* as follows:

"From the bottom of my heart, I thank you. In the name of Mrs. Harrison as well as in my own, I wish to express the most heartfelt gratitude for the magnificent enthusiasm of our reception. Wherever we go and as long as we live we shall remember with deepest gratitude the reception given to us as strangers to your shores.

"In all this vast assemblage I could count upon the fingers of my two hands all the men I knew then. There were at this table three of my former colleagues in the House of Representatives. (Referring to Eustace, Queen and Miller). Three days ago I was with Dr. Buchanan and Mr. Hilday, de la Lita, were my only acquaintances who are in the audience tonight. But tonight I know that I am in the house of all my friends.

Mr. Toastmaster, I shall ask the indulgence of this distinguished audience for a few words of a personal nature. I shall postpone until a future date a further discussion of public questions. In the first place I wish to express my regret that I did not have the privilege of meeting my predecessor, the Hon. Governor-General Forbes. While he comes from a portion of the United States which has given birth to a sturdy race of Yankees I come from the Sunny Southland, so nobly represented here by Major General Bell. Mr. Forbes went to Harvard College, and I to the rival University of Yale.

"When we launched upon our respective careers, he chose to serve in the ranks of the Republican party, while I have always been my lot in the Democratic party. When, later in life, fate sent both of us to the Philippines, he represented one political faith, and I another. But in spite of the fact that our careers have run on parallel lines but never touched, I have never failed to recognize his nobility and elevated ideas of public service. When he left your shores and set sail for home, he left a man worthy to represent the American people here. Americans serving in the Philippines are prone to believe that they have been 10,000 miles away, the public does not know or appreciate service here. But I want to assure Vice-Governor Gilbert from the lips of President Wilson, that he has a high appreciation of the service rendered in the Philippines in the public instruction department.

"Six weeks ago I had no idea that I was to be sent to the Philippines. My friend Manuel Quezon in responsible in a large degree for the fact that my name was sent to the President for a post in the Philippines. I want you to remember at all times that I came here to serve the highest purposes and ideals of your people.

"Standing here before this flag tonight, to which I in common with you owe allegiance, I pledge you that the first service that I can render to my country is to render service to the best ideals of the people of the Philippine Islands.

With a very brief conclusion in Spanish, he ended with "Gracias otra vez."

"Independence" is slated to have been the key note of all the other speeches delivered during the evening.

NEW N.Y.K. LINER.

"KATORI-MARU" ON HER MAIDEN TRIP.

The Nippon Yusen Kaisha s.s. *Katori-maru* built at Nagasaki left that port recently for Yokohama and is scheduled to sail from there for London, via the usual ports. Considerable interest attaches to the vessel, says the *Nagasaki Press*, as her completion marks a definite stage in the development of the Nippon Yusen Kaisha's business and the increasing importance of Japan's overseas shipping trade. She is the largest vessel afloat flying the Kaisha's flag and for propulsion a combination of turbine and reciprocating engines has been adopted—a new experiment so far as Japanese shipping is concerned.

While utility and comfort were evidently the first considerations in the design and equipment of the ship, great pains have been taken with the decoration and the principal passenger apartments on board will bear comparison in that respect with the most ships trading to the Far East. The ship's name is taken from the famous Katori Temple, near Tokyo, and many of the beauties of the latter have been reproduced in the decorative work of the steamer. At the entry, gangways, handsomely-carved panels represent the entrance to the temple. Katori is the god of war, arrows and other ancient weapons and equipment are cunningly carved on the walls of the smoking saloon, which is a very comfortable apartment on the promenade deck; Japanese oak (*nar*) is effectively used for the panelling of this saloon. The social hall, also on the promenade deck, is daintily furnished; the panelling, grand piano, seats, and tables are of satin wood and the upholstery is in harmony with the general scheme. The staid glass windows and other ornamentation of the social hall and dining saloon are of the Fujiwara era, which was the age of gorgeous art in Japan. In the dining

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CHINA AND GLASS DEPT.

INDO-CHINA BRICKS. TILES. PIPES COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.

ALWAYS IN STOCK.

USE

Keep your liver active and the small every-day worries and disappointments will not trouble you. It is the mind that makes us happy not our condition of life, and when you keep your stomach healthy, your bowels active, your blood pure by the regular use of Beecham's Pills your mind will always be clear and cheerful. Most of the hardships of life are directly due to disordered digestion. The health of the whole body is affected by the condition of the liver.

BEECHAM'S

By their gentle purifying action Beecham's Pills accomplish wonderful mental and physical changes. They aid digestion and assimilation and enable you to enjoy the great benefit of the full nutriment in your food. They will keep you free from illness and help you to attain success by giving the mind energy, vigour and determination. They have a direct influence upon your bodily comfort and material welfare, and make living easy.

Sold in boxes labelled price 9d., 1/6d. & 2/6d.

PILLS

saloon the small table, oblong and round, has been adopted; beautiful wooden screens before the doors obviate draught and other discomforts.

The prettiest apartment on the ship is the children's room. At least the children will think so. Large pictures of Japanese children playing various games are worked in the panelling and even the curtains and windows are designed to interest and amuse the tiny passengers. The first-class cabins are intended to meet all requirements. There are eleven one-berth cabins, four two-berth cabins, 27 three-berth cabins, and a suite of rooms—bed-room (with brass bedsteads), sitting-room, and bath-room. Telephones and electric night-lamps are among the conveniences installed.

Ample deck space is allotted to passengers, with shelter from sun and weather. A piano on the promenade deck suggests musical evenings; and dances in the tropics. A dark room is among the conveniences for passengers. Pantries, galleys, and lavatory accommodation are all of the most modern description. A notable feature of the general construction of the ship is the great width of the passages and the spaciousness of halls and stairways.

The second-class accommodation is extremely good, consisting of three, four, and five-berth cabins, dining saloon (with piano), and smoking saloon.

Altogether the *Katori-maru* can carry 364 passengers—112 first class, 56 second-class, 10 special third-class, and 186 third-class. The vessel's gross tonnage is 10,586 and net tonnage 6,523. Her speed on trials was 16.7 knots.

Captain Murai, formerly of the *Miyazaki-maru*, has been appointed to the command of the ship, which is the largest passenger liner in charge of a Japanese seaman. Mr. J. H. Wilson, of the Mitsui Bishi Dockyard and Engine Works, is making the round trip as guarantee engineer.

The *Katori-maru*, as the latest product of the Mitsui Bishi Dockyard and Engine Works, will command special attention on her maiden voyage. She is certainly a vessel of which builders and owners have reason to be proud.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Nubia* left Singapore for this port on the 12th October, at noon, and is due here on the 17th October, at about 5 p.m.

THE PLAGUE AT WENCHOW.

AN APPALLING REPORT.

The Harbour Notification pointing out that Wenchow was a plague-infected port is more than substantiated, says the *M. C. Daily News*, by the reports that have come to hand in the last day or two from officers of vessels plying between Shanghai and Wenchow. The city of Wenchow is described as desolate, the inhabitants fleeing in every direction. The scourge is reported to be carrying off more than 100 people a day, and in the last ten days a rough computation puts the number of deaths at 1,500.

The local medical authorities are making splendid efforts to combat the disease, and no one is allowed to leave the port by steamer without first of all undergoing a thorough examination. The officers and crews of vessels discharging their cargo at Wenchow are strictly exhorted not to land.

Since Thursday last, the infection is said to have increased, and the recent rains in that neighbourhood have militated against the prosecution of preventive measures. For more than a decade Wenchow has been free of plague, the authorities only as recently as two years ago being commended for the precautions adopted.

No explanation is forthcoming with regard to the present outbreak, but it is learned on good authority that since the beginning of hostilities in Shanghai and Nanking, there has been a general influx of Chinese from those ports, as well as thousands of others from intervening ports. And an inquiry instituted in Nanking shows that in the middle of September no fewer than half-a-dozen cases of plague were discovered, and before measures could be adopted to deal with the war had begun and the population scattered.

WIRELESS TELEPHONY IN MINES.

FIRST INSTALLATION IN GREAT BRITAIN.

The first installation of wireless telephony in a coal mine in Great Britain has just been fitted up at Dinnington Main Colliery, South Yorkshire, and is reported by *The Times* to be giving satisfactory results.

The system is the invention of Herr J. H. Reinicke, of Bochum, Westphalia, and has already been adopted in German collieries. Its introduction into Great

THE QUALITY AND DURABILITY OF THE MOUTRIE PIANO

is BACKED by a GUARANTEE for FIVE YEARS.

PRICES from \$385.

S. MOUTRIE & CO., LTD.

(629-5)

APPLICATIONS FOR AGENCIES IN

CHINA AND JAPAN.

Should be sent to our Agent—

MR. T. RUDDIMAN JOHNSTON,

13, Mikawada-machi, Asabu-ku, TOKYO, JAPAN.

SHACKELL, EDWARDS & CO., LTD.

MAKERS OF

PRINTING INKS

FOR OVER 120 YEARS.

RED LION PASSAGE, FLEET STREET, LONDON, E.C.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

P.M. S.S. "MANCHURIA."

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned vessel having arrived, Consignees of Cargo are hereby notified that owing to a fire having occurred on board on or about October 1st, 1913, a General Average has been declared and before delivery of Cargo can be given the General Average Bond must be duly executed, a deposit of 15% of the invoice value of the goods paid, and valuation statements and Copies of Invoices furnished.

Cargo will be landed immediately into the Company's Godowns at West Point for inspection, and Consignees are further notified to send in their Bills of Lading for counter-signature and to take immediate delivery of all undamaged Cargo.

Cargo remaining undelivered SATURDAY, October 18th, 1913, at Noon, will be subject to landing and storage charges.

No Fire Insurance whatever will be effected. All damaged Cargo will be examined at the above Company's Godowns immediately after completion of discharge.

No Claims against Cargo loaded on board since the occurrence of the fire will be entertained unless accompanied by a short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co., and no Claims will be allowed in General Average unless accompanied by certificate from Lloyd's Surveyor showing whether damage was caused by either fire, smoke, and/or water.

All Claims must be filed on or before 11th Nov., otherwise they will not be recognized.

R. C. MORTON,

Agent.

Hongkong, 10th October, 1913. [30]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"DELTA,"

Arrived Hongkong on 9th October, 1913. FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex s.s. "Moldavia," From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the gods have left the Godowns.

E. A. KILWETT,

Superintendent.

Hongkong, 9th October, 1913.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON," FROM MIDDLEBROOK, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th October, 1913. [1184]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF BARODA."

Captain E. Mason, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 16th inst., at 10 A.M.

No Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by SHEWAN, TOMES & Co., Agents.

Hongkong, 9th October, 1913. [1119]

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION.

Britain is due to Mr. Maurice Deacon, managing director of the Dinnington Main group of collieries. At Dinnington instruments have been placed at two points—one in the transformer house near the pit bottom and the other 1,000 yards "in-by," a conversation has been carried on between these points just as though an ordinary telephone with the use of only about 20 yards of wire. In the event of a disaster in a pit miners entombed by falls would be able to open up communication with other parts of the colliery.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "MONTROSE". On or about 17th Oct.
For Freight and further information, apply to—DODWELL & Co., Ltd.,
Agents,
Hongkong, 14th October, 1913. [1115]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, ORYON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

Capt. W. R. Le Mare, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 25th October, 1913, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MARMORA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement), will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "AKANIA," due in London on the 6th December, 1913.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
B. A. HEWITT,
Superintendent.
Hongkong, 13th October, 1913. [1]

AMERICAN AND ORIENTAL LINE.

(ANDREW WEIR & CO.'S STEAMERS.)

THE Steamship

Capt. James Dye, will be despatched from Hongkong on 25th October for
BOSTON AND NEW YORK
(With liberty to call at the Malabar Coast.)For freight and further particulars, apply to—
THE BANK LINE, LTD.,
Agents,
Hongkong, 8th October, 1913. [1180]

THE "INDRA" LINE, LIMITED.

FOR SAN FRANCISCO.

THE Steamship

Capt. Mansfield, will be despatched as above about End of October.
For Freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents,
Telephone No. 215 Sub. Ex. 9.
Hongkong, 2nd October, 1913. [1116]

FOR EUROPE VIA PORTS OF CALL.

THE I.G.M. Steamship

Capt. C. Mudd, will be despatched from here on WEDNESDAY, the 26th November, and is due to arrive in GEXA on the 23rd December.
This Steamer gives splendid opportunity to reach Home just in time for Xmas. Early Booking Recommended.
For further particulars, please apply to
MELCHERS & Co.,
General Agents, Norddeutscher Lloyd,
Hongkong, 6th October, 1913. [1162]

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPOSTS,

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS.

with which is incorporated

The CHINA OVERLAND TR. DE. REPORT.

Subscription paid in advance,

\$12 per annum. Postage

75 to any part of

the World.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NILE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	To-morrow, at 4 p.m.
LONDON & ANTWERP	VESTALIA	Brit. str.	—	W. R. Le Mare, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 22nd inst.
LONDON, via USUAL PORTS OF CALL	DELTA	Brit. str.	—	Schroder	P. & O. S. N. Co.	On 23rd inst., at Noon.
HAVRE, BREMEN & HAMBURG, &c.	LIBERIA	Ger. str.	—	Karberg	HAMBURG-AMERICA LINE	To-morrow.
HAVRE, ANTWERP & HAMBURG, &c.	ROSEMARIE	Ger. str.	—	Vogel	HAMBURG-AMERICA LINE	On 23rd inst.
MARSHALLS, HAVRE & HAMBURG, &c.	ROSEMARIE	Ger. str.	—	Rosati	MESSAGERIES MARITIMES	On 13th inst.
MARSHALLS VIA SAIGON, SINGAPORE, COLOMBO, PORT SAID	ARMAND BEHRE	Jap. str.	—	Murai	NIPPON YUSEN KAISHA	On 22nd inst., at D'light.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KATON MARU	Ger. str.	—	Ennet	HAMBURG-AMERICA LINE	On 5th Nov.
MARSHALLS & HAMBURG, &c.	BRIGATA	Ger. str.	—	Brohm	HAMBURG-AMERICA LINE	On 1st Nov.
ROTTERDAM, HAMBURG & ANTWERP	RAYEN	Ger. str.	—	N. Kobayashi	OSAKA SHOSHN KAISHA	To-morrow, at 1 p.m.
VICTORIA, B.C. & TACOMA VIA KOBONG, &c.	MEXICO MARU	Jap. str.	—	Noma	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SUNOKI MARU	Jap. str.	—	Gito	OSAKA SHOSHN KAISHA	On 30th inst., at 1 p.m.
VICTORIA, B.C. & TACOMA VIA KOBONG, &c.	CHICAGO MARU	Jap. str.	—	James Dye	JARDINE, MATHESON & Co., Ltd.	On 14th Nov.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	DEN OF AIRLIE	Brit. str.	—	Fr. Rehm	MELCHERS & Co.	To-morrow, at 10 a.m.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON	GENEVA	Ger. str.	—	...	SANDER, WELLES & Co.	To-morrow, at 4 p.m.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	KORBER	Aus. str.	—	...	DODWELL & Co., Ltd.	About 17th inst.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	PEBIA	Aus. str.	—	...	THE BANK LINE LTD.	On 23rd inst.
BOSTON & NEW YORK	MONTROSE	Brit. str.	—	...	CANADIAN PACIFIC R. Co.	On 23rd inst., at Noon.
BOSTON & NEW YORK	OLYMPIA	Brit. str.	—	...	HAMBURG-AMERICA LINE	On 23rd inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Ger. str.	—	...	PACIFIC MAIL S.S. Co.	To-day, at Noon.
VANCOUVER, SEATTLE and TACOMA & PLEASANT (Or)	ANDALUSIA	Aus. str.	—	...	TOYO KAISEN KAISHA	On 17th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Aus. str.	—	...	PACIFIC MAIL S.S. Co.	On 21st inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIEF MARU	Jap. str.	—	...	JARDINE, MATHESON & Co., Ltd.	End of October.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANOBURO	Aus. str.	—	...	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
SAN FRANCISCO	INVEROLYD	Brit. str.	—	...	GIBB, LIVINGSTON & Co.	On 31st inst., at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	...	MELCHERS & Co.	On 1st Nov., at 2 a.m.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—	...	JAPA-CHINA-JAPAN LINE	On 3rd Nov., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	PRINZ SIGMUND	Ger. str.	—	...	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
JAPAN	ANYO MARU	Jap. str.	—	...	SANDER, WELLES & Co.	Quick despatch.
YOKOHAMA, KOBE & MOJI	LOVAT	Brit. str.	—	...	MELCHERS & Co.	On 16th inst., at 2 p.m.
YOKOHAMA & KOBE VIA SHANGHAI	NIPPON	Brit. str.	—	...	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
YOKOHAMA, KOBE & MOJI	YOKUBA	Brit. str.	—	...	MELCHERS & Co.	Quick despatch.
KOBE	PRINZ SIGMUND	Ger. str.	—	...	NIPPON YUSEN KAISHA	About 14th inst.
KOBE & YOKOHAMA	SAIGON MARU	Jap. str.	—	...	OSAKA SHOSHN KAISHA	On 12th Nov., at 4 p.m.
KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	...	NIPPON YUSEN KAISHA	On 23rd inst., at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	...	NIPPON YUSEN KAISHA	On 22nd inst., at 11 a.m.
WEIHWAI & TIEN-TSIN	HOANGHANG	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 23rd inst., at Noon.
SHANGHAI	KIRIN MARU	Jap. str.	—	...	JARDINE, MATHESON & Co., Ltd.	To-morrow, at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KIRIN MARU	Jap. str.	—	...	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	KIRIN MARU	Jap. str.	—	...	MELCHERS & Co.	About 15th inst.
SHANGHAI	ALBION	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 16th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	ALBION	Brit. str.	—	...	HAMBURG-AMERICA LINE	On 17th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 18th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	...	P. & O. S. N. Co.	About 18th inst.
SHANGHAI, KOBE & MOJI	CHENAN	Brit. str.	—	...	MESSAGERIES MARITIMES	On 20th inst.
SHANGHAI	KYUSHO	Brit. str.	—	...	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at D'light.
SHANGHAI	KYUSHO	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
SHANGHAI	INDIA	Brit. str.	—	...	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI	BOHEMIA	Aus. str.	—	...	SANDER, WELLES & Co.	On 1st Nov., at 6 a.m.
SHANGHAI, KOBE & MOJI	BOHEMIA	Aus. str.	—	...	DAVID SASSOON & Co., Ltd.	On 3rd Nov.
SHANGHAI, YOKOHAMA, KOBE & MOJI	BOHEMIA	Aus. str.	—	...	ARTHUR NIELSEN & Co.	On 3rd Nov.
SHANGHAI	ST. HELENA	Swed. str.	—	...	JAPA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	ST. HELENA	Swed. str.	—	...	OSAKA SHOSHN KAISHA	To-morrow, at 8 a.m.
SHANGHAI	ST. HELENA	Swed. str.	—	...	OSAKA SHOSHN KAISHA	On 22nd inst., at Noon.
SHANGHAI	ST. HELENA	Swed. str.	—	...	OSAKA SHOSHN KAISHA	On 19th inst., at 10 a.m.
SHANGHAI	ST. HELENA	Swed. str.	—	...	DOUGLAS, LAPEAK & Co.	To-day, at 11 a.m.
SHANGHAI	ST. HELENA	Swed. str.	—	...	DOUGLAS, LAPEAK & Co.	To-morrow, at 11 a.m.
SHANGHAI	ST. HELENA	Swed. str.	—	...	DOUGLAS, LAPEAK & Co.	On 17th inst., at 11 a.m.
SHANGHAI	ST. HELENA	Swed. str.	—	...	DOUGLAS, LAPEAK & Co.	On 21st inst., at 11 a.m.
SHANGHAI	ST. HELENA	Swed. str.	—	...	SHAW, TOMES & Co.	To-morrow, at 4 p.m.
SHANGHAI	ST. HELENA	Swed. str.	—	...	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	ST. HELENA	Swed. str.	—	...	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 2 p.m.
SHANGHAI	ST. HELENA	Swed. str.	—	...	SHAW, TOMES & Co.	On 24th inst., at 4 p.m.
SHANGHAI	ST. HELENA	Swed. str.	—	...	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 2 p.m.
SHANGHAI	ST. HELENA	Swed. str.	—	...	JAPA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	ST. HELENA	Swed. str.	—	...	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI	ST. HELENA	Swed. str.	—	...	OSAKA SHOSHN KAISHA	On 23rd inst., at 4 p.m.
SHANGHAI	ST. HELENA	Swed. str.	—	...	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 4 p.m.
SHANGHAI	ST. HELENA	Swed. str.	—	...	NIPPON YUSEN KAISHA	On 18th inst.
SHANGHAI	ST. HELENA	Swed. str.	—	...	DAVID SASSOON & Co., Ltd.	On 19th inst.
SHANGHAI	ST. HELENA	Swed. str.	—	...	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
SHANGHAI	ST. HELENA	Swed. str.	—	...	MELCHERS & Co.	About 31st inst.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						FROM VANCOUVER					
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Van-cou-ver	Quebec	Liver-pool	Steamers	Van-cou-ver	Yokohama
EMPEROR OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.	EMPEROR OF JAPAN	24 Sept.	8 Oct.
EMPEROR OF RUSSIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.	22 Nov.	27 Nov.	4 Dec.	MONTEAGLE	1 Oct.	17 Oct.
EMPEROR OF INDIA	19 Nov.	22 Nov.	24 Nov.	26 Nov.	28 Nov.	10 Dec.	18 Dec.	25 Dec.	EMPEROR OF RUSSIA	8 Oct.	19 Oct.
EMPEROR OF ASIA	3 Dec.	5 Dec.	7 Dec.	9 Dec.	11 Dec.	20 Dec.	25 Dec.	1 Jan.	EMPEROR OF INDIA	22 Oct.	5 Nov.
									EMPEROR OF ASIA	5 Nov.	16 Nov.

PASSAGE RATES—HONGKONG TO LONDON.					
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama
EMPEROR OF RUSSIA	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.
EMPEROR OF ASIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.
EMPEROR OF INDIA	19 Nov.	22 Nov.	24 Nov.	26 Nov.	28 Nov.
EMPEROR OF JAPAN	3 Dec.	5 Dec.	7 Dec.	9 Dec.	11 Dec.
MONTEAGLE	24 Sept.	8 Oct.	17 Oct.	24 Oct.	31 Oct.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with Suez Mail Lines or TRANS-INDIAN ROUTE.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPEROR OF BRITAIN" and "EMPEROR OF IRELAND".

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

SHIPPING

ARRIVALS.

ANNU, British str., 1,384, J. B. Harris, 12th October—Shanghai 9th October, General—Butterfield & Swire.

DEMOCRUS, British str., 4,269, A. O. Dodd, 12th October—Fochow 10th October, General—Butterfield & Swire.

KEONGWAI, German str., 1,115, R. Petersen, 12th October—Kohsichang 4th October, Rico—Butterfield & Swire.

PHRA NANG, British str., 1,020, N. G. Major, 13th October—Saigon 8th October, Rice and General—Chinese.

DEPARTURES.

October 15th.

HELENE, German str., for Hoihow.

SHIPPING REPORT.

The British str. *Phra Nang* reports: Fresh to strong N.E. winds, squally weather, and rain throughout the passage.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Nile* sailed from Yokohama for Hongkong via Manila on the 16th October. The mails were transferred to the N.Y.K. str. *Tango Maru*, due to arrive at Hongkong on the 20th October.

THE AUSTRALIAN MAIL.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Melbourne for this port via ports on the 24th September, and is expected here on the 20th October.

The E. & A. str. *Adenham* left Sydney for this port via Queensland Ports and Manila on the 27th September, and may be expected to arrive here on the 20th October.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Yokohama on the 3rd October, and is due to arrive Hongkong on the 16th October.

The C.P.R. str. *Empress of Japan* left Nagasaki on the 11th October, at 3 p.m., and is due to arrive at Shanghai on the 12th October, at 10 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Kleist*, carrying the German mails, with date from Berlin of the 17th September, left Singapore on the 10th October, at 3 p.m., and may be expected here on or about the 15th October, at daylight.

MERCHANT STEAMERS.

The H.A.L. str. *Liberia* left Shanghai on the 11th October, a.m., and may be expected here on or about the 14th October, p.m.

The Danish str. *Cathay* left Sabang on the 6th October, at 1 a.m., and may be expected here on or about 15th October, p.m.

The N.Y.K. str. *Kawachi Maru* (Bombay Line) left Moji for this port via Shanghai on the 9th October, and is expected here on the 10th October.

The H.A.L. str. *Albion* left Singapore on the 11th October, p.m., and may be expected here on or about the 15th October, a.m.

The N.Y.K. str. *Katori Maru* (European Line) left Yokohama for this port via ports on the 8th October, and is expected here on the 9th October.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port on the 9th October, and is expected here on the 20th October.

The N.Y.K. str. *Tango Maru* (Australian Line) left Yokohama for this port via ports on the 11th October, and is expected here on the 20th October.

The N.Y.K. str. *Mishima Maru* (European Line) left Colombo for this port via Singapore on the 9th October, and is expected here on the 23rd October.

The N.Y.K. str. *Shidzuoka Maru* (American Line) left Seattle for this port via ports on the 22nd October, and is expected here on the 26th October.

The Swedish East Asiatic Co.'s str. *St. Helena* left Port Said on the 8th October, and is expected to arrive here on the 3rd November.

The N.Y.K. str. *Tamato Maru* (American Line) left Seattle for this port via ports on the 7th October, and is expected here on the 9th November.

The Mogul Line str. *Lothian* sailed from United Kingdom on the 13th September, for Hongkong via the Straits.

The str. *Glenlivet* passed the Suez Canal on the 18th September for Hongkong via Straits.

The Barber Line str. *Saint Patrick* sailed from New York on the 12th September for Hongkong.

The str. *Glenloch* passed the Suez Canal on the 30th September, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Onang, from Surabaya, is due in Hongkong 14th October.

Kutang, from Calcutta, is due in Hongkong 19th October.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES...	NILE Capt. H. Powell	4 P.M. 15th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NUBIA Capt. F. J. For	About 18th Oct.	Freight and Passage.
SHANGHAI	INDIA Capt. C. C. Talbot, R.N.R.	About 23rd Oct.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA Capt. W. R. Le Mare, R.N.R.	Noon 25th Oct.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th October, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"CHINHUA"	On 14th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 15th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 18th Oct., 10 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 23rd Oct., Noon.
SHANGHAI	"LUCHOW"	On 23rd Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TRAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TRAN."

SHANGHAI LINE—TWIN SCREW STEAMERS "ANHUI," "CHENAN" and the S.S. "LUCHOW" and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Munn's Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wossung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE,

Hongkong, 14th October, 1913. TELEPHONE 36. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
via MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM EMPIRE	1st November	On 31st Oct., 11 A.M. On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK
and from MANILA, HONGKONG and JAPAN to
VANCOUVER (B.C.) and PORTLAND (Or.)TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Cape Verde, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. ALBANIA	17th Oct.
S.S. SAMBA	21st Oct.
S.S. SEGOVIA	22nd Oct.
S.S. ANDALUSIA	29th Oct.
S.S. ISTRIA	5th Nov.
S.S. ALTAMARK	13th Nov.
S.S. SITHONIA	20th Nov.
S.S. PREUSSEN	27th Nov.

For Further Particulars, apply to—

HOMeward.

FOR HAVRE, BREMEN & HAMBURG:	S.S. LIBERIA	15th Oct.
FOR MARSEILLES, HAVRE & HAMBURG:	S.S. HOERDE	19th Oct.
FOR HAVRE, ANTWERP & HAMBURG:	S.S. SUEDMARK	23rd Oct.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.)	S.S. ANDALUSIA	29th Oct.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. BAYERN	1st Nov.
FOR MARSEILLES & HAMBURG:	S.S. BRISGAVIA	5th Nov.

HAMBURG-AMERIKA LINIE,
Hongkong Office

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY and FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. A. Roach	TUESDAY, 14th Oct., at 11 A.M.
"HAICHING"	Capt. V. C. Pasmore	FRIDAY, 17th Oct., at 11 A.M.
"HAIRANG"	Capt. V. C. Pasmore	TUESDAY, 21st Oct., at 11 A.M.

FOR SWATOW AND RETURN

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. K. Kwai	WEDNESDAY, 15th Oct., at 11 A.M.
		THURSDAY, 16th Oct., at 4 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulako Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th October, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE-SCREW TURBINE Steamers

CHIYO MARU SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., Noon.
NIPPON MARU	A. G. Stevens	WEDNESDAY, 5th Nov., at Noon.
TENYO MARU	E. Hunt	TUESDAY, 11th Nov., at Noon.
HONGKONG MARU	S. Tose	FRIDAY, 23rd Nov., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 4th Dec., at Noon.

THE SS. "CHIYO MARU" will be despatched for SAN FRANCISCO via
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on
FRIDAY, the 17th October, at Noon.

SOUTH AMERICA LINE.

In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

ANTO MARU, BUYO MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA,
HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ,
CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
ANTO MARU	15,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.
BUYO MARU	10,500	

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangrove, Cebu and Iloilo	On 15th Oct., 4 P.M.
ZAFIRO	4000	P. S. Wehring	Manila, Mangrove, Cebu and Iloilo	On 24th Oct., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,
Hongkong, 15th October, 1913.

OSAKA SHOSSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	DATE OF SAILING	LEAVING
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct.	at 1 P.M.
"CANADA MARU"	Goto	THURSDAY, 30th Oct.	at 1 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 12th Nov.	at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 27th Nov.	at 1 P.M.
"PANAMA MARU"	J. Kuno	WEDNESDAY, 10th Dec.	at 1 P.M.
"SEATTLE MARU"	T. Sato	THURSDAY, 25th Dec.	at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus.
A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for
carrying Silk, Treasure and Parcels. Special attention given toward express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM,
PENANG and COLOMBO.

STEAMER	CAPTAIN	DATE OF SAILING	LEAVING
"INDO MARU"	K. Komiya	THURSDAY, 23rd Oct.	4 P.M.
"LUZON MARU"	A. Yamamoto	WEDNESDAY, 25th Nov.	4 P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 25th Dec.	4 P.M.

FOR MOJI, KOBE and YOKKAICHI.

STEAMER	CAPTAIN	DATE OF SAILING	LEAVING
"SAIGON MARU"	T. Yamaguchi	WEDNESDAY, 12th Nov.	4 P.M.
"LUZON MARU"	H. Yamamoto	THURSDAY, 25th Dec.	4 P.M.
"INDO MARU"	K. Komiya		

CHINA AND FORMOSA LINE

FOR FOOCHEW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	DATE OF SAILING	LEAVING
"KAISO MARU"	Y. Yamamoto	WEDNESDAY, 22nd Oct.	at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	DATE OF SAILING	LEAVING
"DAIKIN MARU"	M. Nishino	SUNDAY, 12th Oct.	at 10 A.M.
"DAIKI MARU"	K. Muraoka		

FOR ANPING and TAKAO VIA SWATOW
AND AMOY.

STEAMER	CAPTAIN	DATE OF SAILING	LEAVING
"SOSHU MARU"	R. Tashira	WEDNESDAY, 15th Oct.	at 8 A.M.

FOR CANTON.

STEAMER	CAPTAIN	DATE OF SAILING	LEAVING
"SOSHU MARU"	K. Tashira		

These Steamers of Coast and Foreign Lines have Excellent accommodation for First
and Second Class Passengers and are fitted with Electric Light and Fans.These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour
Office, Panya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER
Second Floor No. 1 Queen's Building.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GNEISENAU," Capt. F. Rehn	18,300	Wed. day, 15th Oct., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"KLEIST," Capt. L. Maass	17,000	About Wed. day, 15th Oct.
MANILA, ANGAUL, YAP, NEW- GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. A. Hertzog	5,000	Saturday, 1st Nov., at 9 A.M.

ROBE...	"PRINZ SIGISMUND," Capt. A. Hertzog	5,000	About Tuesday 14th Oct.
JESSELTON, KUDAT and SANDAKAN	"BORNEO," Capt. J. Kormier	5,000	Friday, 31st Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphic
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 8th October, 1913.

PASSENGER SEASON 1914. NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	DATE OF SAILING
*"PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.

"GOEBEN"	17,300	ON FEBRUARY 18TH.
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*"DERFFLINGER"	17,250	ON MARCH 3RD.
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"KLEIST"	17,000	ON MARCH 18TH.
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*"PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
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"YORK"	17,000	ON APRIL 15TH.
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*"PRINZESS ALICE"	20,300	ON APRIL 28TH.
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* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE
FROM HERE TO SINGAPORE.CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.All the Steamers of the European Line are fitted with Wireless Telegraphy.
(System Telefunken.)EARLY BOOKING RECOMMENDED.
For Further Particulars, please apply to
MELCHERS & Co., GENERAL AGENTS,
NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913.

ON SALE.

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LANDS INDIA, BORNEO, THE PHILIPPINES,
Etc.

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